rotationally fixedly couples a bicycle handlebar [fixed coupling of bicycle handlebars (6)] with a fork [(5)] for a front wheel [(4)], said device comprising: [having]

a separating means for neutralising the rotationally fixed coupling, [characterized in that a coupling piece (8) or a connection element (60) is provided as separating means,] which separates the steering column [(14)] into two parts [(14)] and produces the rotationally fixed coupling of these steering column parts [(34)] when in a first state and neutralises it when in a second state.

2. (amended) The [An] anti-theft device of claim 1, wherein the separating means [according to Claim 1, characterized in that the coupling piece (8) or the connecting element (60)] has a substantially reflection-symmetrical or point-symmetrical construction and on either side of the plane of symmetry has recesses and/or projections, which in the [a] first state engage with complementary means constructed on the steering column parts [(34)] and in so doing make a form-fit and/or frictional connection and in the [a] second state are released from the complementary means.

3. (amended) The [An] anti-theft device of claim 18, wherein [according to Claim 2, characterized in that] the coupling piece [(8)] comprises a column piece [(22)], which in the first state is inserted between the steering column parts [(34) of the steering column (14)] and aligns with them, and which in the second state is completely removed from the steering column parts [(34) of the steering column (14)].

4. (amended) The [An] anti-theft device of claim 3, wherein [according to Claim 3, characterized in that] the column piece [(22)] is housed in two coupling sleeves [(224)] disposed axially next to one another and comprising external threads [(25)] which are in each case provided for an engagement in a corresponding internal thread [(27)] in the respective adjacent section of the bicycle frame [(2)].

5. (amended) The [An] anti-theft device of claim 4, wherein [according to Claim 4, characterized in that] the threads [(25, 27)] are multiple start.

6. (amended) The [An] anti-theft device of claim 4, wherein [according to Claim 4 or 5, characterized in that] the thread pitch is sufficient to achieve an axial displacement by a

predetermined insertion length of the respective coupling sleeve [(24)] with at most one revolution of each coupling sleeve [(24)] around the column piece [(22)].

7. (amended) The [An] anti-theft device of claim 6, further comprising [wherein according to Claim 6, characterized by] a protecting tube [(28)] for housing the column piece [(22)] and the coupling sleeves [(24)], which is detachable from the bicycle frame [(2)] and which comprises axially displaceable carriers [(30)], which upon a rotation of the protecting tube [(28)] entrain the coupling sleeves [(24)].

8. (amended) The [An] anti-theft device of claim 7, wherein [according to Claim 7, characterized in that] the carriers [(30)] are [constructed as] radial pins, which protrude outwardly through at least one axial slot [(32)] in the protecting tube [(28)] and which in each case engage with one of the coupling sleeves [(24)].

9. (amended) The [An] anti-theft device of claim 19, wherein [according to Claim 2, characterized in that] the connecting element [(60)] has an annular or frame-shaped construction with engagement bars [(70)], which are provided for the engagement with claws [(62)] of the steering column parts [(34)] in the first state and which move from the first state into the second state by a rotational movement of the connecting element [(60)] around a [its] center axis thereof [(64)] at preferably right angles to an [the] axis [(36)] of the steering column [(14)].

10. (amended) The [An] anti-theft device of claim 9, wherein, [according to Claim 9, characterized in that] in the second state , [through an opening in the wall of the bicycle frame section] the connecting element [(60)] with the steering column [(14)] can be removed therefrom or inserted therein, through an opening in the wall of the bicycle frame [into it].

11. (amended) The [An] anti-theft device of claim 10, wherein [according to Claim 10, characterized in that on a section of the engagement bars (70) facing the center axis (64)] the connecting element [(60)] comprises an individual profile [(67)] which can be brought into engagement with a complementary profile [(68)] on the claws [(62)] , on a section of the engagement bars that faces the center axis.

12. (amended) The [An] anti-theft device of claim 11, wherein [according to Claim 11, characterized in that] the engagement bars [(70)] are separated from one another, are radially displaceable with respect to the center axis [(64)] and can be brought into engagement with locking recesses [(84)] in the steering column parts [(34)].

13. (amended) The [An] anti-theft device of claim 11, wherein [according to Claim 11, characterized in that] the engagement bars [(70)] form an inner ring, which is surrounded by an outer ring comprising locking bars which are separated from one another by the formation of end faces [(90)] and in each case are displaceably mounted on the associated engagement bar [(70)] of the inner rings, and which also comprises expansion elements [(78)] rotatably mounted around the center axis [(64)] between the end faces [(90)] of the locking bars [(72)] for pushing apart the locking bars [(72)] against an initial stress.

14. (amended) The [An] anti-theft device of claim 13, wherein [according to Claim 13, characterized in that in a plane through which the center axis (64) passes at right angles, the] a cross-sectional profile of the expansion elements [(78)] has a substantially rectangular construction, [preferably with rounded corners] in a plane through which the center axis passes at right angles.

15. (amended) The [An] anti-theft device of claim 14, wherein [according to Claim 14, characterized in that] the sides of the cross-sectional profile of the expansion elements [(78)] have a concave construction.

16. (amended) A bicycle having a bicycle frame [(2)] and a steering column [(14)] mounted on the bicycle frame [(2)] for steering the bicycle, which is provided for a rotationally fixed coupling of a bicycle handlebars [(6)] with a fork [(5)] for a front wheel, characterized by an anti-theft device [according to one of the preceding claims].

17. (amended) A vehicle with a steering column for steering the vehicle, which for a rotationally fixed coupling of a control mechanism is provided with a controllable steering mechanism, characterized by an anti-theft device [according to one of the Claims 1 to 15].

Please enter the following new claims:

18. (new) The anti-theft device of claim 1, wherein the separating means is a coupling piece.

19. (new) The anti-theft device of claim 1, wherein the separating means is a connection element.

20. (new) The anti-theft device of claim 5, wherein the thread pitch is sufficient to achieve an axial displacement by a predetermined insertion length of the respective coupling sleeve with at most one revolution of each coupling sleeve around the column piece.

21. (new) The anti-theft device of claim 20, further comprising a protecting tube for housing the column piece and the coupling sleeves, which is detachable from the bicycle frame and which comprises axially displaceable carriers, which upon a rotation of the protecting tube entrain the coupling sleeves.

22. (new) The anti-theft device of claim 7, wherein the carriers are radial pins, which protrude outwardly through at least one axial slot in the protecting tube and which in each case engage with one of the coupling sleeves.

23. (new) The anti-theft device of claim 14, wherein the cross sectional profile has rounded corners.

24. (new) The bicycle of claim 16, wherein the anti-theft device is the device of claim 15.

25. (new) The bicycle of claim 16, wherein the anti-theft device is the device of claim 22.

26. (new) The vehicle of claim 17, wherein the anti-theft device is the device of claim 15.

27. (new) The vehicle of claim 17, wherein the anti-theft device is the device of claim 22.